

A Guide to the

Draft 2005 Transportation Improvement Program (TIP)

For the Nine-County San Francisco Bay Area

May 14, 2004

MTC Resolution No. 3630

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Draft 2005 TIP Contents

Page
Number

A Guide to the Transportation Improvement Program (TIP)

What Is the TIP?	1
The 2005 TIP: Features and Highlights	1
How Is the TIP Developed?.....	1
TIP Development Schedule	3
Financial Constraint.....	3
Relationship of the TIP to Other Federal and State Transportation Improvement Programs	3
What Period of Time Does the 2005 TIP Cover?	4
What Sources of Funding Are Programmed in the TIP?.....	4
How Are Projects Selected for Funding?	6
Regional Transportation Plan (RTP) Consistency	6
Air Quality Conformity.....	7
Can Changes Be Made to the TIP?	7
How Are TIP Projects Implemented?.....	8
Project Delivery.....	8
Whom Do I Call If I Have a Question About the TIP?.....	9

Figures

1. Tip Programming and Available Revenues (Comparison by Year, FY 2004-05 to FY 2006-07	10
2. Programmed TIP Funds by Mode and Purpose (FY 2004-05 to FY 2006-07)	11
3. Programmed TIP Funds by Source (FY 2004-05 to FY 2006-07).....	12
How to Read the Project Listings.....	13
Web Page Access	15

Draft 2005 TIP Contents (cont.)

Page
Number

Project Listings

Financial Capacity Assessments and Transit Project Listings

Alameda Contra Costa Transit District (AC Transit)	17
Bay Area Rapid Transit District (BART)	25
Caltrain (Peninsula Corridor Joint Powers Board)	35
Central Contra Costa Transit Authority	47
Eastern Contra Costa Transit Authority (TriDelta)	53
Fairfield/Suisun Transit	59
Golden Gate Bridge, Highway and Transportation District.....	63
Livermore Amador Valley Transit Authority.....	71
Napa County Transportation Planning Agency.....	77
San Francisco Municipal Railway (Muni)	81
San Mateo County Transit District (SamTrans)	95
Santa Clara Valley Transportation Authority (VTA)	101
City of Vacaville.....	109
City of Vallejo	115
Various Agencies	121

County Summaries and Roadway Project Listings

Alameda County.....	141
Contra Costa County	175
Marin County	197
Napa County	207
San Francisco City and County	213
San Mateo County	221
Santa Clara County.....	233
Solano County.....	247
Sonoma County	261
Multiple County Projects	269
BATA Projects on the State-owned Toll Bridges.....	277

Appendices

Adoption of the 2005 TIP, MTC Resolution No. 3630.....	A-1
Project Selection Processes	
2004 Regional Transportation Improvement Program (RTIP) MTC Resolution No. 3608	A-2
San Francisco Bay Area Transit Capital Priorities Process and Criteria, MTC Resolution No. 3580	A-3
Guidance for TEA-21 Reauthorization First Cycle Programming of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds in FY 2003/04 - 2004/05, MTC Resolution No. 3536	A-4
Guidance for TEA-21 Reauthorization Second Cycle Programming of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds in FY 2005/06 - 2006/07, MTC Resolution No. 3615	A-5
Regional Transit Expansion Program (RTEP), MTC Resolution No. 3434	A-6
Policies and Procedures for the Transportation for Livable Communities (TLC) Capital Funding Program of Projects, MTC Resolution No. 3483	A-7
Air Quality Conformity Analysis	A-8
Regional Policy for Enforcing Fund Obligation Deadlines And Project Substitution Requests for STP, CMAQ and Enhancements Funds, MTC Resolution No. 3606	A-9
Project Review Criteria and Procedures, MTC Resolution No. 3115.....	A-10
Funding Sources.....	A-11
Financial Plan	A-12
Projects Being Amended Into the Approved 2005 TIP.....	A-13
Air Quality Exempt Codes.....	A-14

What Is the Transportation Improvement Program (TIP)?

The federally required Transportation Improvement Program, or TIP, is a comprehensive listing of all Bay Area transportation projects that receive federal funds or that are subject to a federally required action. The Metropolitan Transportation Commission (MTC) prepares and adopts the TIP every two years. By law, the TIP must cover at least a three-year period and contain a priority list of projects grouped by year. Further, the TIP must be financially constrained by year, meaning that the amount of dollars programmed must not exceed the amount of dollars estimated to be available. The TIP must include a financial plan that demonstrates that programmed projects can be implemented. Adoption of the TIP must be accompanied by an evaluation and finding of air quality conformity. Federal regulations also require an opportunity for public comment prior to TIP approval.

Transit, highway, local roadway, bicycle and pedestrian investments are included in the TIP. Apart from some improvements to the region's airports, seaports, and privately owned bus and rail facilities, all significant transportation projects in the region are part of the TIP. All projects included in the MTC-prepared TIP must be derived from and/or consistent with the long-range transportation plan for the Bay Area, the Regional Transportation Plan (RTP).

As mentioned above, the impact of the TIP on regional air quality also must be evaluated. In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP (unless the TIP consists entirely of exempt projects) in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations.

The 2005 Draft TIP: Features and Highlights

- The 2005 Draft TIP covers programming for fiscal years 2004-05 through 2006-07.
- The 2005 Draft TIP includes approximately 700 individual transportation projects and several lump-sum entries for certain program categories, such as state highway maintenance.
- The 2005 Draft TIP includes committed federal, state, and local funding of approximately \$5.4 billion.

Project listings for the 2005 Draft TIP may be viewed online on the MTC Web site, at: www.mtc.ca.gov/publications/tip/tipind.htm. Those without access to the Internet may view a printed copy of the project listings at the MTC-ABAG Library in Oakland at 101 Eight Street, and at major public libraries in the Bay Area.

How Is the TIP Developed?

MTC develops the TIP in cooperation with the Bay Area Partnership and its constituent members including individual cities and counties, transit operators and other project sponsors. The Partnership consists of the top managers of some three-dozen agencies responsible for moving

people and freight in the Bay Area and for protecting the region's environment. Members include other regional agencies, federal and state agencies, county congestion management agencies (CMAs), public transit providers, and city and county public works representatives. The board provides a forum for top managers of the region's transportation system to contribute to the policy-making and fund programming activities of MTC, and to improve coordination within the region. The Partnership, working through its committees and task forces, played a significant role in the selection of projects programmed in the 2005 Draft TIP.

Central to developing the TIP is MTC's process for deciding how to invest "flexible" federal dollars, meaning those funds that can be used on a variety of transportation needs, be they local streets, bus replacements, rail extensions, a new freeway interchange or bicycle and pedestrian routes. To develop a plan for spending funds in the federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ), MTC works closely with local partner agencies and its citizen-based advisory committees to develop regional priorities.

MTC has adopted a policy to use these flexible federal funds for preservation and more efficient operation of the existing transportation system, which complements the programming of state and local funds primarily for expansion projects. MTC's policy also calls for funding projects that would not be eligible for other funding sources, such as small-scale, community-oriented development linking land use and transportation.

The TIP also includes federal funds that return to the region by statutory formula for transit capital and, in very limited circumstances, operating purposes. These funds constitute a baseline of capital revenue for transit operators, who are also able to compete for other discretionary funds.

Projects in the 2005 Draft TIP are mostly projects carried over from the 2003 TIP. In selecting which projects are carried over, project sponsors were sent a listing of all their projects to review and to indicate which projects had been completed, were well underway or were still in their planning or early implementation stages. During the project review process, project sponsors were also allowed to propose new projects to be included in the 2005 Draft TIP. Based on their responses, MTC came up with a listing of projects that make up the 2005 Draft TIP.

Once the 2005 Draft TIP is developed, it is then released for a 45-day public review and comment period. As part of the public review process, the draft document is sent to 27 major libraries throughout the Bay Area as well as the MTC-ABAG library. The document is available on the MTC website, MTC.ca.gov, and can be downloaded from there. A public hearing is also conducted to solicit for public comment. After the close of the public comment period, all comments received and MTC's response to them are compiled into an appendix within the final document.

The proposed 2005 Draft TIP document is then presented to the Commission's Programming and Allocations Committee. After its review, the Committee forwards the document to the full Commission for adoption. After Commission adoption, it is sent to the Caltrans Office of Federal Programs for inclusion into the California Federal Statewide Transportation Improvement Program (FSTIP) or Statewide TIP. After review and approval by Caltrans, the Statewide TIP is forwarded to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their review and approval. Approval by FHWA/FTA constitutes the final approval of the TIP.

TIP Development Schedule

May 14, 2004	Draft 2005 TIP/AQ Conformity Analysis released for public review & comment
June 9, 2004	MTC Public Hearing (during Programming and Allocations Committee meeting)
June 28, 2004	Close of 2005 TIP/AQ Conformity Analysis public review and comment period
July 14, 2004	Programming and Allocations Committee review of draft Final document.
July 28, 2004	Commission adoption of the 2005 TIP / AQ Conformity Finding
August 1, 2004	2005 TIP due to Caltrans
October 1, 2004	2005 TIP Approval by FHWA / FTA

Financial Constraint

The TIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be available. In developing the 2005 Draft TIP, MTC has taken into consideration the transportation funding revenues expected to be available during the three years of the TIP (Federal FY 2004-05 through FY 2006-07), and has found the 2005 Draft TIP to be financially constrained.

The 2005 Draft TIP is a compilation of mostly previously programmed projects, where a programming action has already occurred. Examples of such actions include the Regional Transportation Improvement Program (RTIP), federal transit formula grant projects (Section 5307 and 5309) and Surface Transportation Projects (STP), Congestion Mitigation and Air Quality (CMAQ) and Transportation Enhancement Activities (TE) authorized by the extension of TEA-21 and TEA-21 Reauthorization. The TIP includes Toll Bridge projects and regionally significant local projects approved by transportation agencies with the authority to make programming actions for local funds. Examples here include the recent voter approved toll increase in the Bay Area, Regional Measure 2, and the recent reauthorization of the sales tax for transportation in San Francisco, Prop. K.

MTC has constrained projects programmed in the TIP to available State funds, including Traffic Congestion Relief Program (TCRP) and State Transportation Improvement Program (STIP) funds, utilizing the latest fund estimate released by the State.

Should an action occur in the future that significantly affects the funding of programmed projects in the TIP, MTC along with its partners and the project sponsors would review the actual impact to the TIP. Appropriate action, such as a possible TIP amendment, addressing the funding of the affected projects would be taken at that time.

Relationship of the TIP to Other Federal and State Transportation Programs

Federal Statewide Transportation Improvement Program

Just as each metropolitan region is required to develop a TIP, each state is required to develop a Federal Statewide Transportation Improvement Program (FSTIP) pursuant to federal regulations. The FSTIP includes all federally funded transportation projects from throughout the state. In California, regional TIPs' are included in the FSTIP without modification once approved by the

relevant Metropolitan Planning Organization (MTC, in the case of the Bay Area) and after the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) make their required financial constraint and air quality findings. Projects must be in the FSTIP before funding authorities, such as FTA, FHWA, or the California Department of Transportation (Caltrans), can “obligate” funds (i.e., commit funds to contract) - and, therefore, before sponsors can actually spend any of these moneys.

State Transportation Improvement Program

The California Transportation Commission (CTC) is required to biennially adopt, and submit to the Legislature and the Governor, a State Transportation Improvement Program (STIP). The STIP is a comprehensive listing of all major projects to be funded from specified state funding programs, including certain federal funds that flow directly to the state. As a result, many of the projects that are included in the STIP must eventually be included in the regional TIPs and the FSTIP as well.

The bulk (75 percent) of the STIP consists of spending programs developed at the regional level throughout California, called Regional Transportation Improvement Programs (RTIP). The CTC releases a Fund Estimate telling each region how much money it can expect to receive from various sources. This estimate is guided by statutory requirements that direct how the funds are divided up throughout the state.

Once MTC adopts the RTIP for the Bay Area, it is forwarded to the CTC. In turn, the CTC must accept the RTIP or reject it in its entirety and send it back to the region for revision.

Meanwhile, Caltrans proposes another element of the STIP for the CTC to adopt, known as the Interregional Transportation Improvement Program, or ITIP. The ITIP comprises the remaining 25 percent of STIP funding. It is intended to address transportation infrastructure needs that cross metropolitan boundaries and link the state’s transportation system - for example, intercity rail, interregional highways and the like.

What Period of Time Does the 2005 Draft TIP Cover?

The number of years of programming included in the TIP varies by fund source. Only the “core” three years of programming in the 2005 Draft TIP, Fiscal Years (FYs) 2004-05 through 2006-07, will be officially adopted by the state as part of the FSTIP, described above. In the case of some projects, carryover funding from prior TIPs is included and noted as “prior year carryover funding.” In addition, estimated funding for projects in future years (beyond the three years that comprise the 2005 Draft TIP) is included for information.

What Sources of Funding Are Programmed in the TIP?

The 2005 Draft TIP programs transportation funding from a wide variety of sources. Several of the major sources from which funds are programmed are:

Federal Transit Administration (FTA) Programs

- Urbanized Area Formula Program Operating and Capital funds (FTA Section 5307)
- Urbanized Area Capital Program Fixed Guideway funds (FTA Section 5309)
- Capital Program Discretionary Bus funds (FTA Section 5309 - Bus)
- Capital Program New Starts funds (FTA Section 5309 - New Starts)
- Nonurbanized Area Formula Program (FTA Section 5311)
- Elderly and Persons With Disabilities Program (FTA Section 5310)

Federal Highway Administration (FHWA) Programs

- Surface Transportation Program (STP) Funds
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds
- Federal Emergency Relief (ER) Program
- Highway Bridge Replacement and Rehabilitation (HBRR) Program
- Hazard Elimination Safety (HES) Program
- Railroad/Highway Grade Crossing Program
- Various federal discretionary programs (including High Priority Projects Program, Discretionary Ferry Boat Program and the Federal Lands Highway Program)

State, Regional, and Local Programs

Not all state and local funds have to be programmed in the TIP. However, if these funds are used to match federal dollars described above, or if they are attached to projects that require federal approval or other formal federal action, or if the project funded is considered to be regionally significant, they must be included in the TIP. Such state and local fund sources can include the following:

- State Transportation Improvement Program (STIP), which contains state gas tax funds as well as the state's share of several federal highway fund sources, including the state share of STP, Transportation Enhancement Activities (TEA) Program, National Highway System (NHS), Interstate Maintenance (IM) and Interstate Completion (IC) funds, among others;
- State Highway Operations and Protection Program (SHOPP);
- Transportation Development Act (TDA) & State Transit Assistance (STA) funds;
- Proceeds from county half-cent transportation sales taxes, and sales taxes for transit;

- Regional Measure 1 (RM 1) and Measure 2 (RM 2) bridge toll funds;
- Various other funds programmed to regionally significant, locally funded projects.

How Are Projects Selected for Funding?

Development of Project Proposals

Ideas for projects emerge from a variety of planning efforts at the city, county, transit operator, and regional levels. Some of the major sources for projects are the Regional Transportation Plan, the county congestion management programs, countywide transportation plans, transit operator short-range transit plans, and the state highway planning process conducted by Caltrans. When the project scope, schedule, and budget are fully developed, the project may then be proposed for funding.

Project sponsors - the agencies designated to implement the projects - are responsible for initiating requests for TIP programming, applying for the programmed funds, and carrying their projects to completion. In the Bay Area, the implementing agencies include public transit operators, Caltrans, MTC, the Bay Area Air Quality Management District, the congestion management agencies, the nine Bay Area counties, several joint power authorities, and the individual cities within each county.

Project Selection Processes

The process by which a project is selected for programming utilizing federal, state, and regional funds, depends on the type of project, and the specific fund source being sought. Once selected, the project is then eligible for inclusion in the TIP. Below is a listing of the major processes and MTC resolutions that describe the selection processes. The resolutions are available on the MTC Website at www.mtc.ca.gov/publications/tip/tipind.htm.

STP/CMAQ TEA 21 Reauthorization - Cycle 2	Resolution No. 3615
Regional Transportation Improvement Program (RTIP)	Resolution No. 3608
Transit Capital Priorities	Resolution No. 3580
STP/CMAQ TEA 21 Reauthorization - Cycle 1	Resolution No. 3536
Regional Transit Expansion Program (RTEP)	Resolution No. 3434
Transportation for Livable Communities	Resolution No. 3483

Regional Transportation Plan (RTP) Consistency

Only projects consistent with the 2001 RTP were included in the 2005 Draft TIP. This means that even fully-funded projects were excluded from the 2005 Draft TIP if they were inconsistent with the 2001 RTP. Projects are reviewed for consistency with the RTP as they are submitted for funding in the various programs, and as they are amended into the TIP for the first time.

Any updates to the Regional Transportation Plan, such as the one scheduled for Spring 2005, can result in subsequent updates to the TIP, as TIP amendments.

Air Quality Conformity

Under federal law and regulations, the TIP must be analyzed by MTC to determine if it conforms to the Bay Area's approved federal Air Quality Plan (also referred to as the State Implementation Plan, or SIP). Motor vehicle emissions are modeled, considering all projects in the TIP, and must not exceed the Motor Vehicle Emissions Budget (MVEB) identified in the SIP and approved by EPA. In addition, the TIP must provide for the timely implementation of strategies to reduce emissions that are in the SIP, called Transportation Control Measures (TCMs).

Using the latest planning assumptions, MTC conducted a new air quality conformity analysis for the draft 2005 TIP. The conformity determination was made under the motor vehicles emissions budget contained in the 2001 1-Hour Ozone Attainment Plan for the ozone precursors and the 1996 Carbon Monoxide Maintenance Plan (and 1998 Revisions). The status of Transportation Control Measures (TCMs) A through E from the 2001 Ozone Attainment Plan was also reviewed to demonstrate their timely implementation.

Copies of the analysis are available for public review at the MTC-ABAG Library, 101 Eighth Street, Oakland, and on the MTC Web Site at: www.mtc.ca.gov/publications/tip/tipind.htm.

Can Changes Be Made to the TIP?

From time to time circumstances dictate that changes be made to the TIP. Federal regulations permit changes to the TIP if the procedures for doing so are consistent with federal requirements for TIP development and approval. MTC will consider such amendments when the circumstances prompting the change are compelling, and the change will not adversely affect air quality conformity or financial constraint findings. Caltrans, FTA and FHWA must also approve TIP amendments.

TIP amendment procedures

There are three kinds of TIP amendments: administrative change amendments, and minor change amendments and major amendments.

Administrative change amendments are modifications that solely move project funding or a project phase listing within any of the three years of the TIP, and modifications that solely change the "source" of funds proposed for a listed project. These are approved by the MPO.

Minor change amendments are changes that revise project descriptions, funding, project phase and changes to the total cost of a project that is less than 20 percent or not more than \$2 million. Other types of changes that can be made administratively are changes to a projects lead agency, changes that split or combines more than one project, and changes to required information for grouped project listings. These are approved by the MPO.

Major amendments are changes other than Administrative or Minor Change amendments as described. This procedure is consistent with the Statewide TIP Modification Guidelines as adopted by the California Federal Programming Group (CFPG). These are approved by Caltrans, FTA, and FHWA.

Proposed additions or changes to projects contained in the TIP must also conform to the amendment rules of the funding program involved. Specific TIP amendment rules and procedures are available on MTC's Web site at:

www.mtc.ca.gov/publications/tip/tipind.htm.

How Are TIP Projects Implemented?

Once the 2005 Draft TIP is approved by FHWA and FTA and included in the FSTIP, project implementation may proceed. The first step is generally project review. Under Government Code § 66520, any application for federal or state funds for a transportation project must first be submitted to MTC for review as to its consistency with the Regional Transportation Plan. Project review requirements also include Intergovernmental Review (IGR), which gives other agencies and the public a formal mechanism to comment on a project before it receives federal approval. In addition, certain projects may be required to undergo project-level air quality conformity analysis, based on federal Clean Air Act requirements.

The type of project determines the level of review a project must undergo. Projects that are not capacity increasing are generally approved administratively when the TIP or TIP amendment is approved by MTC. Projects that are administratively approved are so denoted in the TIP. For all other TIP projects, project sponsors must apply to MTC for review when a project is ready for funding and environmental documentation has been approved by FTA or FHWA.

Once project review is completed, projects can receive allocations or obligations of programmed state or federal funds. Fund application and approval procedures vary according to the funding source involved. Project sponsors should discuss the specific fund application/approval procedures for their projects with the appropriate MTC staff.

Project Delivery

Delivering transportation projects within the estimated cost, scope and schedule has been one of the key issues in state transportation policy in recent years. Most notably, SB 45 - Kopp (Chapter 622, Statutes 1997) and AB 1012 – Torlakson (Chapter 783, Statutes of 1999) established penalties for not delivering projects funded with STIP, STP or CMAQ funds within certain prescribed deadlines.

SB 45 and AB 1012 give regions, counties and sponsors very real incentives to deliver projects more quickly by creating negative consequences - projects now stand to lose their funding if not delivered according to schedule. Under AB 1012, regions must obligate STP and CMAQ funds apportioned to them within three years, or the state will redirect the funding to other projects. The California Transportation Commission (CTC) further applied the AB 1012 delivery deadlines to regional TEA funds as well. SB 45 established a complex series of project delivery deadlines for projects in the STIP. If these deadlines are not met, the funds are redirected to other projects, in some cases outside of the Bay Area.

The MTC region has maintained an excellent project delivery record, delivering 110 percent of the federal Obligation Authority (OA), and 100 percent of federal apportionment level during the six-year period of the federal Transportation Equity Act for the Twenty-First Century (TEA-21).

This outstanding delivery record is due to the hard work of project sponsors, Caltrans Local Assistance and the regional delivery policies developed by MTC and the Bay Area Partnership. In an effort to maintain this delivery record for the TEA-21 Reauthorization and assure the maximum amount of federal funds continue to flow into the region, MTC and the Bay Area Partnership have revised the existing regional delivery policies. These revisions respond to increased scrutiny for federal and state funding deadlines, the current economic environment, and anticipated future federal and state policies regarding the availability of transportation funding.

Federal Requirements (TEA-21) - STP, CMAQ and TE funds (among other programs) must be obligated within 4 years of apportionment. Funds not obligated are lost to the state.

State Requirements (AB-1012) - Regional STP, CMAQ and TE funds must be obligated within 3 years of apportionment. Funds not obligated are lost to the region.

Region Requirements (MTC Resolution No. 3606) - Regional STP, CMAQ and TE funds must be obligated in the year programmed in the TIP, which is the year of apportionment. Funds not obligated return to MTC for reprogramming.

Whom Do I Call If I Have a Question About the TIP?

For questions on the TIP, you may contact:

Ross McKeown
Phone: 510-464-7842
Email: RMckeown@mtc.ca.gov

or

Raymond Odunlami
Phone: 510-464-7717
Email: ROdunlami@mtc.ca.gov

For detailed information on individual projects, it is recommended the particular project sponsor or lead implementing agency be contacted directly. General information on the transportation financing process can be found in two MTC publications, Moving Costs: A Transportation Funding Guide for the Bay Area and the Citizens' Guide to the Metropolitan Transportation Commission. Both are posted on MTC's Web site at www.mtc.ca.gov/publications. Printed copies are available through the MTC/ABAG Library and may be ordered via e-mail library@mtc.ca.gov, fax (510.464.7852) or telephone (510.464.7836).

Figure 1
Programmed TIP Funds and Available Revenues
FY 2004-05 to FY 2006-07
(in thousands of dollars)

	Estimated Funds Available FY 2004-05	TIP Programming FY 2004-05	Estimated Funds Available FY 2005-06	TIP Programming FY 2005-06	Estimated Funds Available FY 2006-07	TIP Programming FY 2006-07	Total Funds Available FY 2005-07	Total TIP Programming Fy 2005-07
Federal								
Fed. Discretionary Programs (Earmarks)	\$ -	\$ -	\$ 38	\$ 38	\$ -	\$ -	\$ 38	\$ 38
FTA Section 5309 - Bus ¹	13,155	-	13,550	-	13,956	-	40,661	-
FTA Section 5309 - Fixed Guideway ¹	108,733	62,225	116,118	-	122,616	-	347,467	62,225
FTA Section 5309 - New Starts ¹	107,151	100,000	110,365	81,856	113,676	-	331,192	181,856
FTA Section 5307 ¹	203,150	194,530	209,244	-	215,522	-	627,916	194,530
FTA Section 5310	1,508	-	1,553	-	1,600	-	4,661	-
FTA Section 5311	591	519	609	-	627	-	1,827	519
STP ²	70,789	30,306	72,207	19,044	73,653	11,450	216,649	60,800
CMAQ ²	63,927	40,388	65,206	16,245	66,510	-	195,643	56,633
Other Fed	72,225	72,225	15,631	15,631	6,502	6,502	94,359	94,359
Total Federal	641,229	500,193	604,522	132,814	614,662	17,952	1,860,413	650,960
State								
Regional Transportation Improvement Program (RTIP) ³	32,852	28,620	164,599	153,024	165,802	161,557	363,253	343,201
Inter-regional Transpiration Improvement Program (ITIP)	4,165	4,165	55,701	55,701	44,260	44,260	104,126	104,126
SHOPP	350,165	350,165	317,452	317,452	778	778	668,395	668,395
TCRP	-	-	-	-	137,829	137,829	137,829	137,829
Other State	1,222,842	1,222,842	18,630	18,630	58,005	58,005	1,299,477	1,299,477
Total State	1,610,024	1,605,792	556,382	544,807	406,674	402,429	2,573,080	2,553,028
Regional/Local								
Bridge Toll Funding	52,356	52,356	118,441	118,441	2,525	2,525	173,323	173,323
Local sales tax funding/Other local funding	828,742	828,742	501,672	501,672	219,046	219,046	1,549,460	1,549,460
Total regional/local	881,098	881,098	620,113	620,113	221,571	221,571	1,722,783	1,722,783
	\$ 3,132,351	\$ 2,987,083	\$ 1,781,017	\$ 1,297,734	\$ 1,242,908	\$ 641,953	\$ 6,156,276	\$ 4,926,771

Notes

1) The calculation of Section 5307/5309 funding is an MTC estimate based on the guaranteed funding levels and three years of actual data.

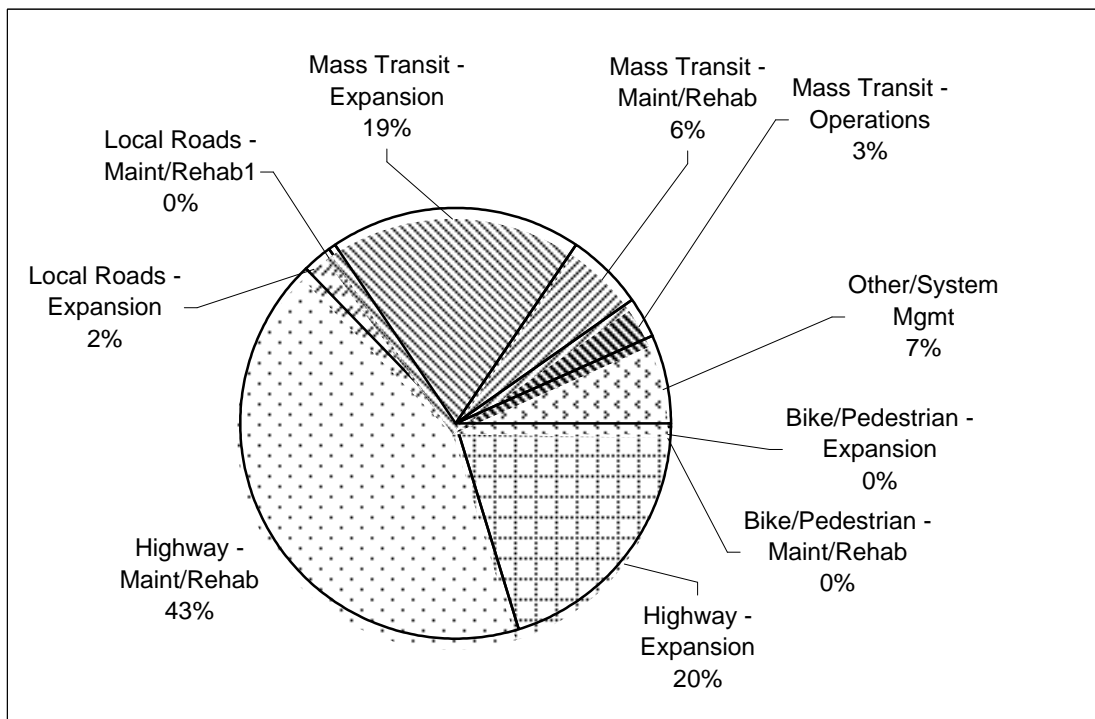
2) STP and CMAQ funds estimated to be available are amounts estimated to be available to the region by FHWA and Caltrans Office of Transportation Programming.

3) Estimated RTIP funds are estimated amounts per the latest CTC fund estimate.

Figure 2 Programmed TIP Funds by Mode and Purpose

Figures in thousand of dollars

Project Type	FY 2004-05	fy2005-06	FY 2006-07	Total Funds for 3-year Period
Bike/Pedestrian - Expansion	\$ 3,779	\$ 11,146	\$ -	\$ 14,925
Bike/Pedestrian - Maint/Rehab	1,418	100	-	1,518
Highway - Expansion	285,905	362,249	327,921	976,075
Highway - Maint/Rehab	1,650,268	426,144	20,395	2,096,807
Local Roads - Expansion	59,158	14,075	39,767	113,000
Local Roads - Maint/Rehab ¹	675	12,950	7,397	21,023
Mass Transit - Expansion	473,851	340,387	128,501	942,739
Mass Transit - Maint/Rehab	214,962	30,578	29,365	274,905
Mass Transit - Operations	117,651	26,468	14,646	158,765
Other/System Mgmt	179,416	73,636	73,961	327,014
Total	\$ 2,987,083	\$ 1,297,734	\$ 641,954	\$ 4,926,771



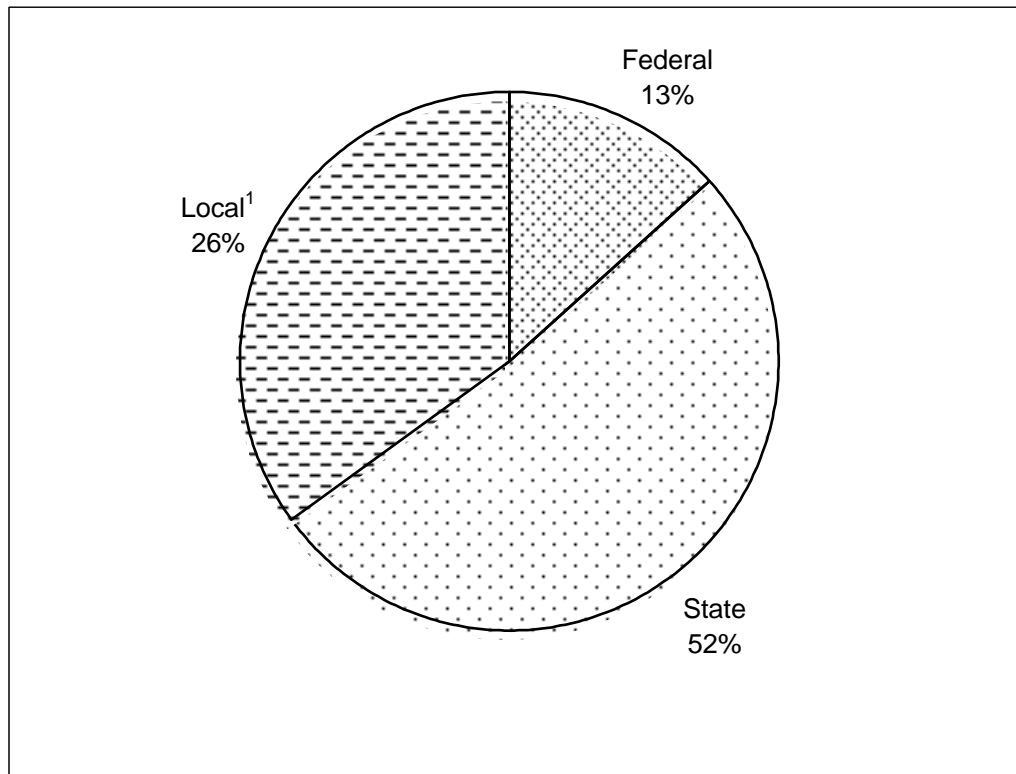
¹ The TIP does not account for all transportation expenditures in the Bay Area. For example, locally funded projects that do not significantly affect the regional transportation system or regional air quality are not included in the TIP, although collectively they represent a considerable portion of the overall revenues available to the region for transportation investments. It should be noted that many of these locally funded projects support transit operations and the maintenance of local streets and roads. The dollar value of these non-TIP projects is not represented in these figures, but is included in MTC's long-range Regional Transportation Plan.

Figure 3

Programmed TIP Funds by Federal/State/Local Source

Figures in thousands of dollars

Federal/State/Local	FY 2004-05	FY 2005-06	FY 2006-06	Total Funds for 3-year Period
Federal	\$ 500,193	\$ 132,814	\$ 17,952	\$ 650,960
State	1,605,792	544,807	402,429	2,553,028
Local ¹	881,098	620,113	221,571	1,722,783
Total	\$ 2,987,083	\$ 1,297,734	\$ 641,953	\$ 4,926,771



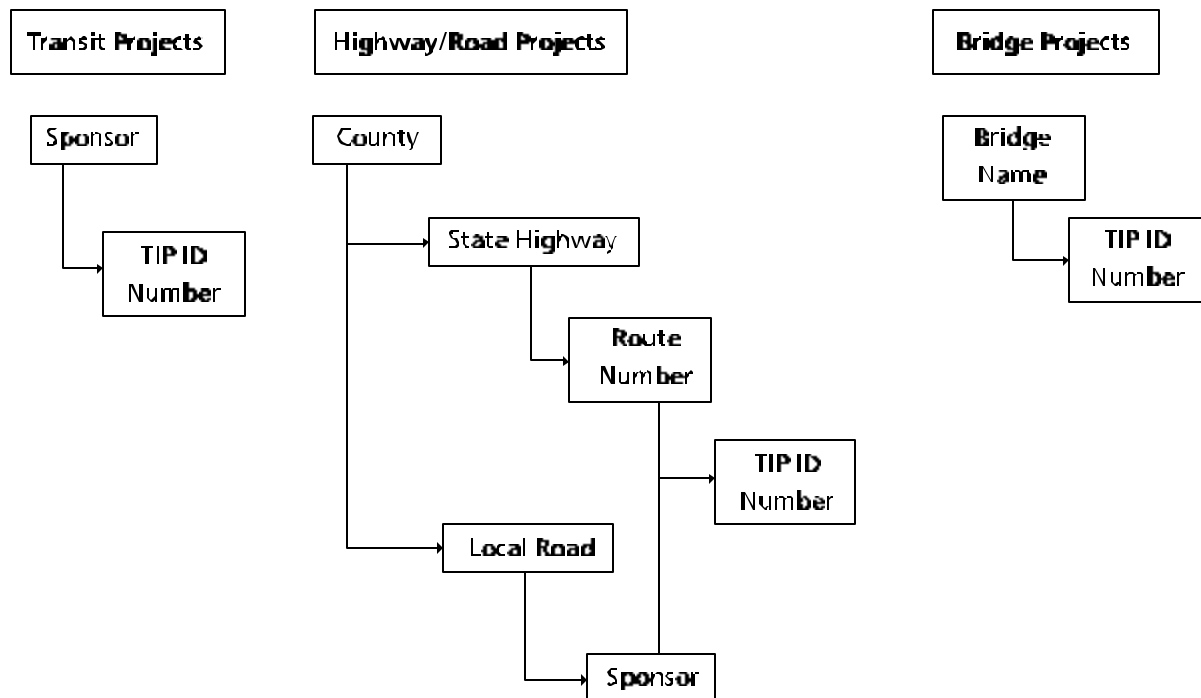
¹ The TIP does not account for all transportation expenditures in the Bay Area. For example, locally funded projects that do not significantly affect the regional transportation system or regional air quality are not included in the TIP, although collectively they represent a considerable portion of the overall revenues available to the region for transportation investments. It should be noted that many of these locally funded projects support transit operations and the maintenance of local streets and roads. The dollar value of these non-TIP projects is not represented in these figures, but is included in MTC's long-range Regional Transportation Plan.

How to Read the Project Listings

Organization

Project listings provide a detailed description for each individual project listed in the 2005 Draft TIP. The projects in the TIP are organized alphabetically by transit agency, followed by roadway projects listed alphabetically by county. Within each county's roadway project listing, the projects are sorted into state highway projects first (by route number), followed by local roadway projects sorted alphabetically by sponsor.

Producing the TIP Sort Order Plan



Key to Format

The detailed listing contains the following information for each project:

Data Label	Definition
TIP ID	A unique number used to identify project funding.
Sponsor	Agency in charge of administering a project.
Co-Sponsor	Agency administering or implementing a project in partnership with the Sponsor.
Project Name	Name or title of the project.
Project	Brief description of the project and project location.
County	The county in which the project is located.
Mode	The mode of transportation for which the project improvement is attributed: public transit, (Transit), local streets and roads (Local Hwy), State Highway System or Interstate System (State Hwy), and Toll Bridge (Bridge).
Level of Review	For air quality purposes, projects are assigned to receive a particular level of review. AA (Administratively Approved) is for projects exempt from air quality review, PR (Project Review) is for large, capacity increasing projects. Small projects that are not specifically exempted from the CO impact analysis, but which can be approved administratively if the sponsor performs a CO "hot spot" analysis are designated AACO.
Air Quality Exempt Code	Air Quality Exemption status per federal Environmental Protection Agency (EPA). A list of the Air Quality Exempt Codes may be found in Appendix A-14.
Fund Source	The funding source. A list of all funding sources may be found in Appendix A-11.
Phase	The stage of the project for which the specified funds have been programmed. Phases include: environmental (ENV), design engineering (PSE), right of way acquisition (ROW), Caltrans support for right of way (ROW -CT), construction (CONST), and Caltrans support for construction (CONST -CT).
Prior Years	Funding in years prior to the three years of the TIP. These funds are shown for information only and are not part of the three years of the TIP.
Later Years	Funding in years after the three years of the TIP. These funds are shown for information only and are not part of the three years of the TIP.
Total Programming	Total project funding, including prior and later-year funds.
Carryover to FY 2004-05	Carryover any funding programmed prior to FY 2004-05 that has obligated but must remain in the current TIP for financial purposes – such as needing funding adjustments in the future for cost savings or increases, or awaiting award of a contract or an FTA grant.
FY 2004-05, etc.	Fiscal year. The Fiscal Year (FY) in the TIP is from October 1 to September 30 of the following calendar year. The 2005 Draft TIP covers the three-year period of FYs 2004-05, 2005-06 and 2006-07.

Sample project listing:

TIP ID: ALA010034		County: Alameda		Mode: Transit		Level of Review: AA		
Project Name: AC Transit Maintenance Facilities Upgrade						Air Quality Exempt Code: 2.04		
Project: In Alameda County: AC Transit District-wide facilities & equipment upgrades.								
Sponsor: Alameda Contra Costa Transit District (AC Transit)								
Route: 0		From Mile:		To Mile:				
Fund Source	Phase	Prior Years	Carryover to FY2002-03	FY 2002-03	FY 2003-04	FY 2004-05	Later Years	Total Programming
BT664	CONST	\$0	\$0	\$481	\$0	\$0	\$0	\$481
RTIP-02-F	CONST	\$0	\$3,705	\$0	\$0	\$0	\$0	\$3,705
Total Programming:		\$0	\$3,705	\$481	\$0	\$0	\$0	\$4,186

WEB PAGE ACCESS

How to View the TIP on the Internet

The Metropolitan Transportation Commission (MTC) has put the entire Transportation Improvement Program (TIP) on the Internet. This allows project sponsors and the general public to see what transportation projects are planned in their area and in the MTC region.

To view the TIP on the Internet, you will need a computer with Internet access capabilities or you can visit any public library in the Bay Area and ask to use their Internet computer. Once on the startup page of the computer you are using, type in the following Universal Resource Locator (URL) into the address line of the Web browser:

<http://www.mtc.ca.gov>

This will take you to MTC's Home Page. From this site, you will then move your mouse to the Site Index section on the left side of the screen and click on the word "*Library*." This will take you to MTC's Library page. The TIP is listed as a feature on this page. Clicking on the "Transportation Improvement Program (TIP)" link will take you to the TIP page.

From there you can follow the on-line instructions to view actual TIP project listings or other portions of the TIP. For easier and faster access to the TIP, once on the startup page of your computer, type in the following URL into the address line and it will take you directly to the TIP Web page:

<http://www.mtc.ca.gov/publications/tip/tipind.htm>

If you have problems accessing MTC's on-line TIP, you can contact either:

Raymond Odunlami
Phone: 510-464-7717
Email: Rodunlami@mtc.ca.gov

or

Mark Miletich
Phone: 510-464-7814
Email: Mmiletich@mtc.ca.gov